

Maryland Historical Trust
State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. 00-1206

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Dares Wharf

and/or common

2. Location

street & number north Dares Beach, just north of Cummings Ave not for publication

city, town Dares Beach ☒ vicinity of congressional district

state Maryland county Calvert

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name State of Maryland waters, access through Chesapeake Heights on the Bay,

street & number Inc., C/O James M. Jackson, 180 telephone no.:

city, town East Post Road, Third Floor White Plains, NY state and zip code 10601

5. Location of Legal Description

courthouse, registry of deeds, etc. M.D.A.T. Calvert County liberJL3

street & number Goldstein Building, 200 Duke Street folio 95/ 220

city, town Prince Frederick state MD

6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state

7. Description

Survey No. CT-1206

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input checked="" type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

CONTRIBUTING RESOURCE COUNT: 1

Standing Wharf Structures: None.

Associated Standing Wharf Structures: None.

Description:

Dares Wharf is a historic wharf site with no visible features on land or above mean low water.

"Map of Calvert County showing Topography and Election Districts" 1902 depicts a simple wharf perpendicular to the shore. "Patuxent Folio" 1907 depicts a simple straight wharf perpendicular to the shore. "West Shore of Chesapeake Bay Vicinity of Plum Point" 1907 and "West Shore of Chesapeake Bay Parkers Creek to Point of Rocks" 1908 both depict a very long simple straight wharf perpendicular to the shore. The base map for these maps appear to be earlier. "Chart no. 17 Natural Oyster Bars Calvert County, Maryland," 1908 depicts a long simple straight wharf nearly perpendicular to the shore. "Soil Map Calvert County, Maryland" 1928 shows no depiction of a wharf though a wharf at Plum Point is clearly indicated. These maps and charts suggest the Dares Wharf was removed or otherwise destroyed by at least 1928; yet an 1938 aerial photograph shows a wharf at this site approximately 225 feet long.¹

A warehouse and waiting room are known to have been in existence in 1907. In the same year the wharf was "carried away by ice" and the entire wharf was rebuilt using the following materials: 82 pine (*Pinus* spp.) piles 14 feet long, 15 pine piles 15 feet long, 37 pine piles 16 feet long, 3 pine piles 17 feet long, 6 pine piles 18 feet long, 45 pine piles 20 feet long, 12 pine piles 21 feet long, 27 pine piles 22 feet long, 2 pine piles 23 feet long, 40 pine piles 24 feet long, 7 pine piles 25 feet long, 25 pine piles 30 feet long, 6 oak (*Quercus* spp.) pilings 20 feet long, 1,708 feet of 2 inch chestnut (*Castanea dentata*) decking, and 2,000 feet of 2 inch white oak (*Quercus alba*) decking. As much of the old lumber as possible was used in making these repairs.²

¹ Aerial photograph AHS 7-161, dated 1938, scale 1 inch equals 660 feet, Calvert Soil Conservation District, photostatic copy deposited at Calvert Marine Museum.

² "Maryland Delaware & Virginia Railway Company Annual Report, Repairs to Wharves on Various Routes for the Fiscal Year Ending December 31st, 1907." Copy deposited in collections of Calvert Marine Museum.

8. Significance

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Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input checked="" type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800–1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1896–1928

Builder/Architect

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Dares Wharf is one of twenty historic steamboat wharf/landing sites identified in "Calvert County Steamboat Wharves and Landings: Architectural Level Survey and Inventory." This survey and inventory was completed in 1996 by Eshelman & Associates for the Calvert County Historic District Commission with funding from the Calvert County Board of County Commissioners. The final report includes a context study which places the historic significance of these steamboat wharf and landing sites within the broad pattern of local county history and regional history of the Chesapeake Bay. The study falls within the theme of "Transportation" within the time periods of "Agricultural-Industrial Transition (1815-1870)" and "Industrial/Urban Dominance (1870-1930)." Refer to this study for a general historical review and historical significance of the resources as a whole.

Dares Wharf as best as can be determined was located just north of the end of Cummings Avenue, a short road which runs parallel to the Chesapeake Bay but ends just before a small stream leading into the Bay at Dares Beach. The picnic area just south of the Bayside Forest subdivision community pool is immediately north of this stream. The wharf was located at this picnic area. Dares Beach and Dares Wharf is named after James Dare, a 1662 immigrant who came to Calvert County in 1670. Dares Landing was owned in 1782 by Thomas Clevely Dare. Mrs. D. B. Gott ran a boarding house at Dares Wharf in 1896. It was described as "Directly on the Chesapeake Bay. Good Bathing, Fishing and Boating. Well Furnished Table and Charming Situation. Will accommodate Boarders for July and August. Rates reasonable."³

A bond certificate of stock for the Dares Wharf Company dated December 6, 1905, shows Maryland, Delaware and Virginia Railroad Company as owner of 103 shares at \$25 per share.

³ Charles F. Stein, *A History of Calvert County, Maryland* (privately published in cooperation with the Calvert County Historical Society, 1976, p. 253; Hamill Kenny, *The Placenames of Maryland, Their Origin and Meaning* (Museum and Library of Maryland History, Maryland Historical Society, Baltimore, Maryland, 1984), p. 75; and *Summer Homes and Historical Points Along the Routes of the Weems Steamboat Company* (1896), p. 55.

9. Major Bibliographical References

Survey No. CT-1206

see context study "Calvert County Steamboat Wharves and Landings:
Architectural Survey and Inventory." Calvert County Planning Office

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
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state	code	county	code
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11. Form Prepared By

name/title Ralph Eshelman

organization Eshelman & Associates

date 12/5/96

street & number 12178 Preston Drive

telephone 410-326-4877

city or town Lusby

state MD 20657

The Maryland Historic Sites Inventory was officially created by
an Act of the Maryland Legislature to be found in the Annotated
Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and
record purposes only and do not constitute any infringement of
individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2022
(410) 326-7100

PS-2746

Dares Wharf Continuation Sheet 8.1

The certificate number is 25.⁴ The Maryland, Delaware and Virginia Railroad Company would have been the principal user, if not the only user, of this wharf from 1905 onward. In 1907 the wharf generated \$1,733.35 in local freight, \$89.79 in through freight, and \$1,682.48 for passengers, for a total revenue of \$3,505.62.⁵

Specific Dates: The wharf was known to be in existence by 1896 through 1928; however the wharf was "temporarily abandoned" in 1921.

⁴ The original stock certificate is part of a private collection of maritime stock and corporate bond certificates. A copy of the original was provided by the Chesapeake Bay Maritime Museum to Ralph Eshelman. This copy has been placed in the collections of the Calvert Marine Museum.

⁵ "Maryland Delaware & Virginia Railway Company Annual Report, Statement of Freight and Passenger Revenue by Wharves for the Fiscal Year Ending December 31st, 1907." Copy deposited in collections of Calvert Marine Museum. The report lists "Davis" which is believed to be a typo and should actually be Dares.



DARES WHARF

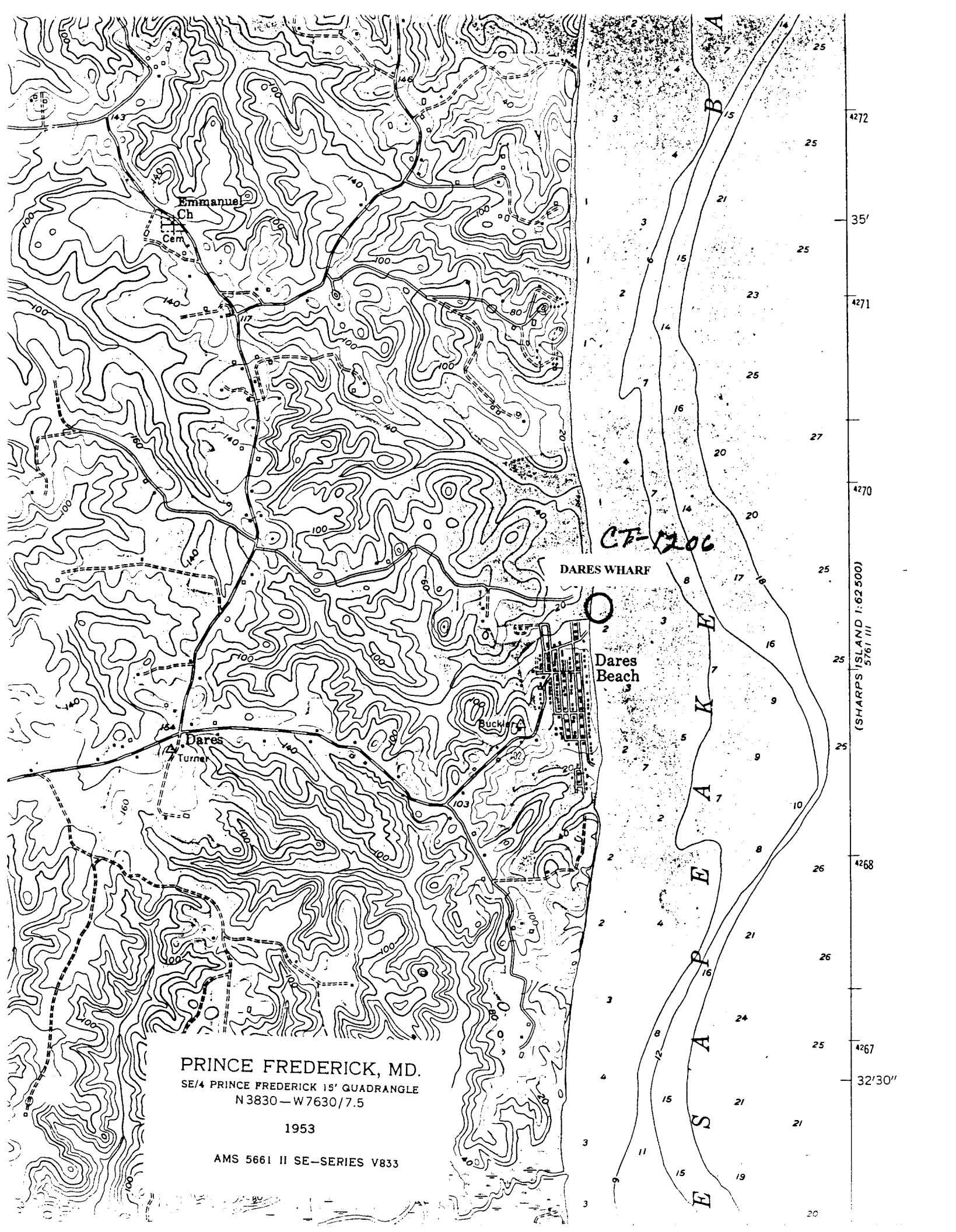
AHS-7-161

Dames Beach

Dames Wharf

1938

Calvert Soil Conservation District



PRINCE FREDERICK, MD.
SE/4 PRINCE FREDERICK 15' QUADRANGLE
N 3830 — W 7630/7.5

1953

AMS 5661 II SE—SERIES V833

CF-1206

DARES WHARF

Dares Beach

Buckner

Dares Turner

(SHARPS ISLAND 1:62 500)
5761 III

32'30"



Dares Wharf
photo into on back

CT-1206

CT - 1206

Danes Wharf
Calvert Co, MD

Ralph Eshelman
Aug 1996

neg: MD SHPO

view SE of picnic area where wharf was located

2-2

CT-1206

Danes Wharf
Calvert Co, MD

Ralph Eshelman
Aug. 1996

neg: MD SHPO

view south of wharf site area

1-2